

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Estimates to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
ted Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Holic.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 105 House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMFAT, JAPANESE ARTIST.
Bromide and Croyon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware
Engineers, Tools, Brass and Iron Mer-
chandise, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road/Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blendall
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJO, "Los FILIPINOS,"
Importer of the Best Manila Cigars; 25
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

SANITARY BOARD.

OWNERS of HOUSES situated in the
Central Division of the City of Victoria
and in the Western Division of Kowloon,
have not had their premises LIMEWASHED
and CLEANSED in accordance with law, are
reminded that the period during which
the work should be finished on the 31st day
of October, 1901, and the Sanitary Board being
convinced of the necessity of CLEANLINESS
in its efforts to STAMP OUT PLAQUE, is
determined to RIGOROUSLY PROSECUTE
any owner in default after the above named
date.

The Central Division of the City lies between
Garden Road on the East, and Morrison Street
and East Street on the West. The Western
Division of Kowloon is all that part of the
Kowloon Peninsula to the West of Robinson
Road and includes Tsim Sha Tsui, Yau Ma Tei,
Mong Kok, Tai Tai Kok Tsui and Sham
Shui Po.

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
Hongkong, 1st October, 1901. [2195]

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF
ELEY'S and KYNOC'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES
12
10
8

Wm. SCHMIDT & CO.,
Gunsmiths,
Hongkong, 3rd January, 1901. [121]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR.
"QUEEN'S BUILDINGS."

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.

TELEPHONE 232.
Hongkong, 21st June, 1901. [1554]

INDIA AND TIBET.

The Tibetan Embassy to Russia has revived
general interest in that mysterious mountain
land which exercises such a magnetic influence
over travellers and geographers. Whether or
not it is worth while to penetrate the mystery
which surrounds Lhasa and its Lamas no one
can tell; but the occult always charms, and
until the dim borderland between Sikkim and
Lhasa has been traversed and the veil lifted
explorers will not rest in peace.

The fascination which Tibet has for the
Russians is of a different kind. They have
sent a "scientific" mission to the Central
Asian plateau, and the Dalai Lama has sent his
Ambassador to St. Petersburg. What profit
Russia can reap from this intercourse it is hard
to conceive, for the uttermost boundaries of the
great Slav empire are cut off by an almost in-
surmountable natural barrier from the Tibetan
capital. Manchuria, lying in the Russian
direct line of advance, becomes an easy prey, but
the stupor of Tibet, 14,000 ft. to 18,000 ft.
above sea-level, would be a grave-yard for
Russian soldiers, and would yield little or
nothing to the yawning exchequer in St.
Petersburg. If Russia aims at influence in
Lhasa it must be for the purpose of menacing
England, whose Indian possessions border Tibet
for many hundreds of miles. Considering that
Tibet is sparsely inhabited and has at present
few products available for exchange, its trade
with India is by no means important. More-
over, this commerce is in jeopardy as the only
regular intercourse between Tibet and the sub-
continent of Europe is by the Tibetan route.
Russia, however, is not content with this, but
seeks to establish a direct line of communication
between the Himalayas and the Russian Empire,
although the passes through the Himalayas are
so rare and so lofty that the possibilities of a
successul attack on Northern India are rather
remote.

After his mission to Tibet, Mr. Bogle re-
ported in 1774 to Warren Hastings that—
"The foreign trade of this country is very
considerable, and the genius of the Govern-
ment favourable to commerce. Trade is
protected and free from exactions. Many
foreign merchants, encouraged by their in-
dulgence or lulled by the prospect of gain,
have settled in Tibet." But that golden age
of Indo-Tibetan commerce has passed away.
A century and a quarter have elapsed since
Mr. Bogle's report, and light has been shed on
the dark place on the earth's surface. But
many a dark place on the earth's surface has
become a desert of the dead, and its anti-
quaries have been more successful than
those of China herself.

There has long been intercourse between the
Panjab and Tibet through Ladakh in Kashmir,
but recently the trade has declined, owing to it
being said to the tax levied on the importation of
charas or bang, though more probably strict
supplies, and not taxation, account for the
diminished imports. Traders at any rate, who
have been in the habit of paying for their
Indian purchases in charas, have failed to find
convenient commodities to serve the same pur-
pose. But the trade by this route appears capable
of little extension. A curious instance of foreign
interpoling is seen in the export of cheap
French and German "morice" shawls through
Ladakh to Tibet, where they are driving out the
better and more expensive shawls of Kashmir.
A proposal, now under consideration, to extend
the Hindustan-Tibet road would doubtless give
a stimulus to the small trade which passes over
the Panjab frontier. The trade across the frontier
of the North-West Provinces, though not large,
is of growing importance, and the imports in
1899-1900 reached Rs. 70,000, while the exports
were Rs. 34,500. The chief imports from
Tibet into North-West India are wool, borax,
salt, ponies, sheep, and goats, which are
exchanged chiefly for cotton goods, grain,
metals, and sugar. Barter has usually been
the method of exchange, but a system of cash
payments has sprung up in recent years. Trade
is carried on over the borders of the Native
States of Nepal and Bhutan and some traffic
probably passes through the great chain which
bounds Assam and Burma on the north. But
the chief trade between India and Tibet is by
way of the protected State of Sikkim.

From Darjiling in the Sikkim frontier of
Bengal to Yatsung in Tibet is a distance of
only 80 miles, but the journey occupies seven
days, and cannot well be accomplished more
rapidly. Baggage must be carried by men or
pack animals. The road from Gnatong, seven
miles from the frontier, to Yatsung crosses the
Jelep Pass (14,000 ft.), a stony mule-track in
travelling which pack animals are often lamed
or killed and their baggage destroyed. Yatsung,
situated at an elevation of 10,500 ft., was opened
as a trade mart to British subjects by the Sikkim-
Tibet Convention of 1890. This Convention
allows British subjects to travel freely to and
from Yatsung and India, to reside at
Yatsung and watch the conditions of trade, the
Chinese Government providing a residence for
them. At present, however, no British repre-
sentative is there, and the only European
resident appears to be the Commissioner of
Chinese Customs. An important clause of the
Convention provided that no duties should be
levied on goods from India for five years from
May 1, 1890. This part of the Convention
apparently remains in force, although the
period has expired.

Until the Indian Government demanded the
opening of a trade mart, there was not a single
building at Yatsung. There are now shops for
trade and rest-houses for transport men. The
trade, however, is really between Phari, in
Tibet, where all goods from the interior of
the country must change hands, and Kaling-
pong, in Bengal, where most of the imports
from Tibet are sold. In 1896 several Calcutta
firms established agencies at Kalingpong, but
had to withdraw before the competition of
Marwari traders. In 1898 only three Europeans
visited Yatsung. The traffic between Kalingpong
and Phari is practically monopolised by the
Tomes of the Chumbi Valley. No one from
Sikkim is allowed to pass a stone wall erected
near Yatsung and defended by 30 soldiers.
The Tomes and the transport trade very
lucrative, and would obviously oppose any
arrangement, however desirable for extending
trade, which would place Indian traders in
direct relations with the merchants of the
interior of Tibet by allowing the latter to bring
their goods to Yatsung. It is useless for Indian
traders to visit Yatsung if they are to be ham-
pered by native transport agents. Chinese and
Tomes, however, visit Calcutta every autumn
in order to buy supplies. The Tomes employ
about 3,000 small mules, carrying 160 lb. each,
in the carrying trade across the frontier, while
jacks and donkeys bear the goods into the in-
terior. The mules are not numerous, as fodder
is dear, and the demand for their services has
much enhanced their price. The traffic greatly
depends on the weather. From October to
January are the months most favourable for
crossing the Jelep Pass. The projected wire-
rope way from this pass to Silguri on the
Eastern Bengal Railway would get rid of the
slow, laborious, and costly method of pack
transport, stimulate trade, and enable trade to
go on during the rains.

But if trade is to be extended satisfactorily,
good roads must be made into the heart of
Tibet, and the monopoly of trade enjoyed by
the Lamas must cease. Only foreign traders
can gauge the resources and the needs of the
country, and they should be permitted to enter
more freely. The monopoly of trade is a
most serious obstacle, for from interested
motives they may arbitrarily stop trade for
months. It is this monopoly which explains
the exclusion of Indian tea from Tibet. The
Lamas are concerned in the trade in brick-
tea, which occupies 90 days in coming from Su-
chuan. All trade in tea through Yatsung is
prohibited. The brick-tea is of poor quality,
Tibetans make a sort of soup of the leaves,
adding salt and butter or mutton fat or cheese
as the decoction reaches boiling point.

The chief imports into Tibet by the Sikkim
route are cotton goods—which formed over one-
third of the total imports in 1899—woollen
cloth, silk, and metals. The chief exports are
tea, which formed two-thirds of the total
exports in 1899, yak tails, musk, skins, and
woollen cloth. There are also increasing ex-
ports of silver to China from Chinese officials
in Tibet. Rupees, it may be added, are current
throughout Tibet.

Only a small number of the inhabitants are
able or eager to buy foreign goods. They have
few wants, no ideas of comfort, and only a
limited knowledge of foreign manufactures.
The population is small and scattered, and the
cost of transport places foreign goods beyond
the scanty means of most of the natives. Still,
a number of miscellaneous articles are imported,
even photographic apparatus having been sent
to Lhasa. In clothing there is a tendency to
buy the brightest-looking and cheapest material
without regard to durability. It is not sur-
prising, though certainly discouraging, to find
the name of Germany most conspicuous on the
packing cases sent to the Tibetan mart which
English energy has opened to trade. One
characteristic import is that of peacock's fea-
thers, used for altar decorations in monasteries
and temples. White ones are printed with prayers
attached to bamboos, which are placed near
villages and temples. The fastidious of these
prayers in the winds considered extremely effec-
tious. Catch is imported for use as a cosmetic.
It is smelted round their eyes and noses by
women and has the repulsive appearance of dried
blood. The practice is said to have been in-
troduced some centuries ago by a Dalai Lama
who desired to render the ladies less attractive to
celibate priests, but the practice became fash-
ionable, and what was meant to be repellent came
to be regarded as ornamental. A good example
of the effect of superstition on trade was seen
in the short supply of muck for export in 1897.
Those who cast the horoscope of the Dalai
Lama predicted a disastrous year, so proclama-
tions were issued forbidding the chase of deer
and wild animals generally.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE
TWENTY-EIGHTH ORDINARY
MEETING OF THE SOCIETY WILL
be held at its HEAD OFFICE, No. 1, QUEEN'S
BUILDINGS, HONGKONG, on THURSDAY, the
10th October, 1901, at Noon, for the purpose
of receiving the Report of the Directors together
with Statements of Account for the Year 1900
and for the Half-year ending the 30th June,
1901, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Society
will be CLOSED from the 3rd to the 17th
instant, both days inclusive.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 20th September, 1901. [2387]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the OFFICES of
the Undersigned at 12 o'clock (Noon), on
THURSDAY, the 17th instant.
The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 17th
instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited,
Hongkong, 20th September, 1901. [2415]

UNDER ENGLISH MANAGEMENT.

AH YOUNG & CO.

NAVY AND ARMY CONTRACTORS, and
WHOLESALE PROVISION
MERCHANTS. Orders promptly executed.
Satisfaction guaranteed. Price List on applica-
tion.

2, VICTORIA STREET, HONGKONG
(Next to Central Market).
GEO. MOIR, Manager.
Hongkong, 1st August, 1901. [1940]

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.
Call Flag W.

J. W. KEW,
Manager,
29, Des Voeux Road.
Hongkong, 18th December, 1900. [186]

WING CHEONG,

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS.

General Exporters of
ANISEED and CASSIA OILS,
&c., &c. Stock always on hand.
An Inspection is respectfully solicited.
Note—We beg to announce that we also
buy all kinds of Curios at Moderate Prices.

1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for
storage in their Godowns, situated on
PRAYA EAST (late McGregor Barracks).
Landing and Shipping of Cargoes is
facilitated by means of the spacious strong
Pier lately constructed in front of these
Godowns.

Terms Moderate.
Apply for further particulars to
GODOWNMAN ON PREMISES,
or to
BEEHAN, TOMES & CO.,
Agents.

Hongkong, 10th August, 1901. [2053]

JAPAN
THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Hankow, Chafoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kyoto, Shimonoeki, Moji, Wakamatsu, Karatsu,
Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A. B. C. and A. 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ide Coal Mines; and
SOLE AGENTS for Fukuoka, Hokoku, Ichimura, Kanada, Kishima, Mansoura, Onoura,
Otsuji, Tohmiyama, Tsakuro, Yoshinotsu, Yoshio, Yunkobara, and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [1331]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. [1503]

PUT LOG CABIN
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

CALVERT'S

20% CARBOLIC SOAP | CARBOLIC OINTMENT

Cures and prevents insect and Mosquito bites. A Sovereign remedy for all Skin ailments.

The strongest Carbolic Toilet Soap. Especially valuable in hot climates.

Sold by all Chemists, Stores, &c.

F. C. CALVERT & Co., Manchester, England. [294-2]

TRY NAVY CUT

ATC

A GENTLEMAN'S SMOKE

Supplied in Three Grades. Mild Medium & Strong.

PACKED IN AIR TIGHT VACUUM TINS

MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.




NOTICES TO CONSIGNEES

FROM HAMBURG, COLOMBO, PENANG
AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG,"
Captain Zurbornsen, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY, 4th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 4th October, 1901. [2544]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"
OF THE NORDDEUTSCHE LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure, and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, Kowloon, whence delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 8th inst. will be sub-
ject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 8th inst., and
THURSDAY, the 10th inst., at 9.30 A.M.

All claims must reach us before the 17th
inst., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 3rd October, 1901. [9]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHAFSON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On 20th October.
S.S. "KARVON" On 20th November.
S.S. "THYRA" On 15th December.

THE Steamship "STRATHGYLE" will
be despatched for SAN DIEGO and
SAN FRANCISCO VIA MOJI, KOBE
and YOKOHAMA on SUNDAY, the 20th
October.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 8th October, 1901. [14]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Helms will be despatched for the
above ports on THURSDAY, the 24th inst.,
at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th October, 1901. [2546]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—
ALBANIA, British ship, Brownell—Order.
CHLIESETH, British ship, Jeffrey—
Order.

HELVIA, A. Wyman, American ship, Vashon.
ARNOLD, Karlsruhe & Co.
STATE OF MAINE, American ship, Colcord—
Standard Oil Co.
W. H. CONNER, American ship, Colcord—
Standard Oil Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Chellon, R.N.E.	P. & O. S. N. Co.	On 12th inst. at Noon.
LONDON	PYRENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LONDON	CANTON	Brit. str.	2 m.	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th November.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
BREMEN, via PORTS OF CALL	HAMBURG	Ger. str.	2 m.	F. L. Sommer	MELCHERS & CO.	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c.	HAKATA MARU	Jap. str.	2 m.	Christiansen	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
HAVRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Zurbonson	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Dorok	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	A. Mits	HAMBURG-AMERIKA LINIE	On 28th December.
TRIESTE via SINGAPORE, &c.	TRIESTE	Aust. ship.	4 w.	Kendall	SANDER, WILBER & CO.	On 17th inst.
NEW YORK	STATE OF MAINE	Amer. ship.	4 w.		CARLOWITZ & CO.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	SATSUMA	Ger. str.	2 m.		DODWELL & CO., LIMITED	On 25th inst.
NEW YORK	MANUEL LLAGUNA	Amer. ship.	1 m.		SHEWAN, TOMES & CO.	On or about 25th inst.
NEW YORK	CLAYDALE	Brit. str.	2 m.		CARLOWITZ & CO.	On 30th inst.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	1 m.	A. Smith	SHEWAN, TOMES & CO.	On 10th November.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	4 w.	F. F. Bement	SHEWAN, TOMES & CO.	On 15th December.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 h.	E. Archibald, R.N.E.	CANADIAN PACIFIC R.R. Co.	On 23rd inst.
WANGOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.E.	CANADIAN PACIFIC R.R. Co.	On 14th November.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	2 m.	F. McNaie	DODWELL & CO., LIMITED	To-day.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	4 h.	E. L. Fyne	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
PORTLAND (O.) via SHANGHAI, &c.	INDRAPURA	Brit. str.	2 m.		ALLAN CAMERON	On or about 14th inst.
SAN FRANCISCO via MOJI	CHINA	Amer. str.	2 m.		PACIFIC MAIL S. S. Co.	On 19th inst. at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		TOYO KISEN KAISHA	On 12th inst. at Noon.
SAN DIEGO, &c., via MOJI, &c.	SPRINGFIELD	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	Helms	GIBB, LIVINGSTON & CO.	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
AUSTRALIAN PORTS	JAPAN	Brit. str.	4 w.	C. C. Talbot, R.N.E.	BUTTERFIELD & SWIRE	On 12th inst.
YOKOHAMA via SHANGHAI & KOBE	SHINANO MARU	Jap. str.	2 m.	E. E. Cape	P. & O. S. N. Co.	On or about 20th inst.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	E. E. Cape	NIPPON YUSEN KAISHA	On 11th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	DAFINE	Ger. str.	2 m.	S. Yoshitawa	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
NAGASAKI & VLADIVOSTOCK	YAMAGUCHI MARU	Jap. str.	2 m.	Schoppert	GIERSSSEN & CO.	To-morrow, at 3 P.M.
MOJI, KOBE & YOKOHAMA	PARKHOL	Brit. str.	2 m.		NIPPON YUSEN KAISHA	To-day, at Noon.
TIENTSIN	CHINXIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 19th inst.
CHEFOO & NEWCHWANG	FOOCHOW	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI	COMMANDEL	Brit. str.	4 w.	F. W. Vibert, R.N.E.	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI	WHAMPOA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 12th inst.
SHANGHAI	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	BUTTERFIELD & SWIRE	On 14th inst.
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Atsumi	MITSU BUSSAN KAISHA	On 16th inst.
FOOCHOW via SWATOW & AMOY	DAJIN MARU	Jap. str.	1 m.	T. Ogata	MITSU BUSSAN KAISHA	To-morrow, at Daylight.
TAMSAI, via SWATOW & AMOY	HALOONG	Brit. str.	2 h.	Belcher	MITSU BUSSAN KAISHA	On 13th inst.
SWATOW, AMOY & TAMSUI	EMERALDA	Brit. str.	2 m.	J. McGinty	DOUGLAS LAFRANK & CO.	To-morrow, at Daylight.
MANILA	YUENSANG	Brit. str.	2 m.	Rofs	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
MANILA via AMOY	CHINGTU	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On 11th inst. at 4 P.M.
MANILA	KAIPOHO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th inst.
MANILA, ILOILO & CEBU	TIENTSIN	Brit. str.	2 m.	Buller	BUTTERFIELD & SWIRE	On 11th inst.
SINGAPORE, PENANG & CALCUTTA	KUMRANG	Brit. str.	2 m.	W. W. Cooke, R.N.E.	JARDINE, MATHESON & CO.	To-day, at 2 P.M.
SINGAPORE & BOMBAY	TIENTSIN	Jap. str.	2 m.	K. Kori	P. & O. S. N. Co.	To-day, at Noon.
BOMBAY via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	D. Costa	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
BOMBAY via SINGAPORE & PENANG	BOMBIDA	Ital. str.	4 w.		CARLOWITZ & CO.	On 11th inst. at Noon.

SHIPPING.

ARRIVALS.
Oct. 6, FOOCHOW, British str., 1,252, Smale, Tongkah & Chiofo 29th September, Vermicelli, BUTTERFIELD & SWIRE.
Oct. 7, HANOF, French str., 738, Merlees, Holbow 6th October, General—A. R. MARTY.
Oct. 7, HALLAN, French str., 377, Anderson, Pakhoi and Holbow 5th Oct., General—A. R. MARTY.
Oct. 7, IRENA, British transport, 3,382, A. S. Houten, R.N.E., Calcutta 23rd September.
Oct. 7, KAIFONG, British str., 1,024, J. Penno, Isher, Ochu 3rd October, Hemp—BUTTERFIELD & SWIRE.
Oct. 7, KATZ, Austrian str., 1,341, A. Vidossich, Moji 1st Oct., Coal—ORDEE.
Oct. 7, MONGKUT, German str., 859, Gotscho, Bangkok, 30th Sept., Teakwood & Rice—BUTTERFIELD & SWIRE.
Oct. 7, MACHWEG, German str., 1,600, G. Wendig, Bangkok 3rd October, Rice—MELCHERS & CO.
Oct. 7, SANDAKAN, German str., 1,374, A. Brandstetter, Sandakan 2nd Oct., Timber—MELCHERS & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
7th October.
Algoa, British str., for Moji.
Bengal, British str., for Cape St. James.
Fochow, British str., for Canton.
Hansa, German str., for Hongkong.
Hohhai, French str., for Holbow.
Kwangse, British str., for Canton.
Kwangse, British str., for Canton.
Kwangse, British str., for Sandakan.
Nes, British str., for Moji.
Paz, Belgian str., for Saigon.
Pronto, German str., for Manila.
DEPARTURES.
6th October.
GLENGYLE, British str., for London.
7th October.
ALGOA, British str., for San Francisco.
FOOCHOW, British str., for Canton.
Hohhai, French str., for Holbow.
HONGKONG, French str., for Haiphong.
KWANGSE, British str., for Canton.
KWANGSE, British str., for Canton.
NATAL, French str., for Europe.
PAZ, Belgian str., for Saigon.
SALAZIE, French str., for Shanghai.

VESSELS IN DOCK.

7th October.
ABERDEEN DOCKS.—Tajira.
KOWLOON DOCKS.—Canton River, Zafro, Etcano, Monterey, Cebu, H.M.S. Argonaut, Bikan Maru, Thales, Hans Menzell.
COSMOPOLITAN DOCK.—Munchen, Albania.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUMSANG,"
Captain Buller, will be despatched as above TO-DAY, the 8th inst., at 2 P.M., instead of as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 6th October, 1901. [2549]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW via SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 9th October, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 25th September, 1901. [119]

VESSELS ON THE BERTH

FOR NAGASAKI AND VLADIVOSTOK.
THE Steamship
"DAFINE,"
Captain Schipper, will be despatched for the above ports TO-MORROW, the 9th inst., at 3 P.M.
This Steamer has superior accommodation for First Class Passengers.
For Freight and Passage, apply to
STERNSEN & CO.,
Agents.
Hongkong, 3rd October, 1901. [2536]

NAVIGAZIONE GENERALE ITALIANA

(FLORENCE AND RAVENNA) UNITED COMPANIES).
STEAM FOR BOMBAY via SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MEDINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BOMBIDA,"
Captain D. Costa, will be despatched as above on FRIDAY, the 11th inst., at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 30th September, 1901. [7]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PALAWAN,"
Captain J. Chellon, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 12th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 30th September, 1901. [1]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 23rd Oct., 1901
"TARTAR" 4,425 Tons Comdr. E. Beetham, R.N.E. WEDNESDAY, 6th Nov., 1901
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 20th Nov., 1901
"ATHENIAN" 3,892 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.E. WEDNESDAY, 18th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 8, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage. The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 1st October, 1901. [10]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OXFORD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KONIGSBERG HAVRE, BREMEN & HAMBURG On 19th Oct. Freight and Passengers.
Capt. Christiansen (Calling at Singapore and Penang)
BAMBERG HAVRE & HAMBURG On 2nd Nov. Freight.
Capt. Zurbonson (Calling at Singapore and Colombo)
SEGOWIA HAVRE, BREMEN & HAMBURG On 16th Nov. Freight.
Capt. Foerck (Calling at Singapore and Penang)
MARBURG HAVRE & HAMBURG On 30th Nov. Freight.
Capt. Zacharias (Calling at Singapore and Colombo)
SUEVIA HAVRE & HAMBURG On 14th Dec. Freight.
Capt. Borch (Calling at Singapore and Penang)
NUERNBERG HAVRE & HAMBURG On 28th Dec. Freight.
Capt. Mayer (Calling at Singapore and Colombo)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
Hongkong, 7th October, 1901. [1051]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Oct., at Noon.
S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 11th Oct., at DAYLIGHT.
SHINANO MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 11th Oct., at Noon.
F. E. Cape	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 18th Oct., at DAYLIGHT.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Oct., at Noon.
K. Kori	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 19th Oct., at 4 P.M.
HAKATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Oct., at 4 P.M.
F. L. Sommer		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
Hongkong, 23rd September, 1901. A. S. MIHARA, Manager. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALV. STON. AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October.
SACHSEN	WEDNESDAY 30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November.
BAYERN	WEDNESDAY 27th November.
STUTTGART	WEDNESDAY 11th December.
KONIG ALBERT	WEDNESDAY 25th December.
PRINZESS IRENE	WEDNESDAY 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY 22nd Jan. 1902.
PREUSSEN	WEDNESDAY 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 19th Feb. 1902.
SACHSEN	WEDNESDAY 5th Mar. 1902.

ON WEDNESDAY, the 16th day of October, 1901, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain H. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 14th October, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 15th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50; and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD
MELCHERS & CO., AGENTS.
Hongkong, 4th October, 1901. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.
QUEEN ADELAIDE 2,332 F. McNaie October 8th
VICTORIA 3,502 J. Pantou October 15th
BRAEMAR 3,601 W. Wall November 1st
GLENGYLE 3,760 W. Frakes November 29th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and EUROPE.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train; day and night; Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYNA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 2nd October, 1901. [1]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE AND BOMBAY.
STEAMERS. TO SAIL ON. REMARKS.
"W. W. Cooke, R.N.E." October 8th Freight only.
"J. Chellon, R.N.E." October 12th See Special Advertisement.
"C. F. Lockstone, R.N.E." October 18th Freight or Passage.
"F. W. Vibert, R.N.E." October 19th Freight or Passage.
"C. F. Lockstone, R.N.E." October 25th Freight or Passage.

YOKOHAMA via SHANGHAI and KOBE.
JAPAN. About 20th. Freight or Passage.
C. C. Talbot, R.N.E. October. Freight or Passage.
(Passing through the Inland Sea)
* Calling at Penang and Colombo should sufficient inducement be offered.

PASSENGER SEASON 1902.
For MARSEILLES, PLYMOUTH, ORIENTAL, 5,224 Tons, 29th March.
and LONDON DIRECT, MALTA, 6,064 Tons, 12th April.
WITHOUT TRANSHIPMENT.
For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 28th September, 1901. [1]

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Palawan*, will close at 3 p.m., on Friday, the 11th inst. The China, with the American Mail, on or about Thursday, the 10th inst. The *Cornwall*, with the English Mail of the 12th September, left Singapore on Saturday, the 5th inst., at 5 p.m., and may be expected here on or about Thursday, the 10th inst. This Packet brings replies to letters despatched from Hongkong on 12th August.

PARCELS FOR THE UNITED KINGDOM, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December; and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected:—

For a Parcel not exceeding 3 lbs. in weight 50 cents.
 7 lbs. " 1.00
 11 lbs. " 1.50

With an additional 50 cents, Parcels may be sent via *Barataria*, and if posted before 3 p.m. on Friday, the 22nd November, are due in London about the 21st December; and those posted before 3 p.m. on Friday, the 29th November, are due in London about the 4th January.

All Parcels containing Jewellery, or any article of Gold or Silver, must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
China	Hankow	Tuesday, 8th, 7.30 A.M.
Yokohama	Hankow	Tuesday, 8th, 9.00 A.M.
Yokohama and Kobe	Hankow	Tuesday, 8th, 11.00 A.M.
Singapore	Hankow	Tuesday, 8th, 11.00 A.M.
Moji, Kobe and Yokohama	Hankow	Tuesday, 8th, 11.00 A.M.
Moji, Kobe, Victoria, B.C., and Tacoma	Hankow	Tuesday, 8th, 11.00 A.M.
Quang-chau	Hankow	Tuesday, 8th, 11.00 A.M.
Singapore, Penang and Calcutta	Hankow	Tuesday, 8th, 11.00 A.M.
Shanghai	Hankow	Tuesday, 8th, 11.00 A.M.
Swatow and Shanghai	Hankow	Tuesday, 8th, 11.00 A.M.
Kumohok and Samahai	Hankow	Tuesday, 8th, 11.00 A.M.
Foochow, Ningpo and Shanghai	Hankow	Tuesday, 8th, 11.00 A.M.
Manila	Hankow	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	Hankow	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hankow	Tuesday, 8th, 11.00 A.M.
Canton	Hankow	Tuesday, 8th, 11.00 A.M.
Moji	Hankow	Tuesday, 8th, 11.00 A.M.
Nagasaki and Vladivostok	Hankow	Tuesday, 8th, 11.00 A.M.
Singapore, Penang and Bombay	Hankow	Tuesday, 8th, 11.00 A.M.
Amoy and Manila	Hankow	Tuesday, 8th, 11.00 A.M.
Manila, Hilo and Cebu	Hankow	Tuesday, 8th, 11.00 A.M.

EUROPE, &c., India via Tuticorin.
 (Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)
 (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO.	Hongkong Maru	Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.) Letters, 10.45 A.M. Saturday, 12th.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.	Chingtu	Saturday, 12th, 4.00 P.M.
Shanghai	Foochow	Saturday, 12th, 4.00 P.M.
Shanghai	Chinkiang	Saturday, 12th, 4.00 P.M.
Shanghai	Whampoa	Monday, 14th, 4.00 P.M.

COMMERCIAL CLOSING QUOTATIONS.

7th October.
On LONDON—
Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 1/2
Bank Bills, at 30 days sight 1/11 1/2
Bank Bills, at 4 months sight 1/11 1/2
Credit, at 4 months sight 1/11 1/2
Documentary Bills, 4 months sight 1/11 1/2
On PARIS—
Bank Bills, on demand 2/43
Credit, at 4 months sight 2/44
On GERMANY—
On demand 1/93
On NEW YORK—
Bank Bills, on demand 46 1/2
Credit, 60 days sight 47 1/2
On BOMBAY—
Telegraphic Transfer 1/44
Bank, on demand 1/44 1/2
On SHANGHAI—
Bank, at sight 73 1/2
Private, 30 days sight 73 1/2
On YOKOHAMA—
On demand 51 p.m.
On MANILA—
On demand 4 p.m.
On SINGAPORE—
On demand 1 p.m.
On BATAVIA—
On demand 1/11 1/2
On HONGKONG—
On demand 1 p.m.
On BANGKOK—
On demand 60 1/2
SOVEREIGN, Bank's Paying Rate \$10.28
GOLD LEAF, 100 fine, per oz. \$54.50
1145 SILVER, per oz. 20 1/2

OPIUM.

7th October.
Quotations are—
Allow 100 to 1 catty.
Malwa New \$880 to \$890 per picul.
Malwa Old \$900 to \$910 "
Malwa Older \$920 to \$930 "
P.P. per wrapped \$770 to "
Persian fine quality \$780 to "
Persian extra fine \$820 to "
Patna New \$840 to "
Patna Old \$860 to "
Benares Old \$820 to "

VESSELS EXPECTED.

THE INDIAN MAIL.
The steamer <i>Catherine</i> from Calcutta, left Singapore for this port on the 4th inst., p.m.
THE ENGLISH MAIL.
The P. & O. steamer <i>Cornwall</i> left Singapore for this port on the 5th inst., at 5 p.m., with the outward English mails, and is due here on the 10th inst., at about 4 p.m.
THE AMERICAN MAIL.
The P.M. steamer <i>China</i> , with mails, &c., from San Francisco to the 12th inst., via Honolulu, has arrived at Yokohama, and left for this port on the 2nd inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.
The O. & O. steamer <i>Doric</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th ult.
The T.K.K. steamer <i>Nippon</i> from Kobe, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.
THE GERMAN MAIL.
The Imperial German Mail steamer <i>Kiautschow</i> , carrying the German mails with dates from Berlin of the 15th ult., left Colombo on the 4th inst., p.m., and may be expected here on or about the 15th inst.
The Imperial German Mail steamer <i>Hamburg</i> left Kobe via Nagasaki and Shanghai on the 4th inst., p.m., and may be expected here on or about the 15th inst.
MERCHANT STEAMERS.
The H.L.L. steamer <i>Segovia</i> , from Hamburg, left Singapore for this port on the 3rd inst., and may be expected here on or about the 10th inst.
The N.Y.K. steamer <i>Shikama Maru</i> (from Japan) left Singapore for this port on the 3rd inst., and is expected to arrive here on the 10th inst.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha.	\$125	\$617 1/2, buyers
China & Japan, only	44	150, 203 1/2, buyers
Do. deferred	41	25, 5s.
Natl. Bank of China	28	\$24, sellers
A. Shares	28	\$28, sellers
B. Shares	21	\$15, sellers
Bank of China	21	\$15, sellers
Bank of Communications	21	\$15, sellers
Bank of India	21	\$15, sellers
Bank of Japan	21	\$15, sellers
Bank of Korea	21	\$15, sellers
Bank of Persia	21	\$15, sellers
Bank of Siam	21	\$15, sellers
Bank of Sumatra	21	\$15, sellers
Bank of Tonkin	21	\$15, sellers
Bank of Yunnan	21	\$15, sellers
Bank of Zeylan	21	\$15, sellers
Bank of Ceylon	21	\$15, sellers
Bank of Malacca	21	\$15, sellers
Bank of Borneo	21	\$15, sellers
Bank of Java	21	\$15, sellers
Bank of Celebes	21	\$15, sellers
Bank of Moluccas	21	\$15, sellers
Bank of Sulu	21	\$15, sellers
Bank of Mindanao	21	\$15, sellers
Bank of Luzon	21	\$15, sellers
Bank of Iloilo	21	\$15, sellers
Bank of Zamboanga	21	\$15, sellers
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